

DOWNTOWN PARKING PLAN

Alternative Approaches - Executive Summary

Department of Environmental Services – Transportation Planning
Urban Design & Planning – Comprehensive Planning
April 15, 2010

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Purpose

This Downtown Parking Plan project's purpose is to:

- Enhance management strategies for public on-street spaces and parking lots to support adequate parking in both the near- and long-term for Downtown uses. The idea is to support the urban form envisioned for the future while accommodating today's demand for parking.
- Update requirements for off-street parking on private property so they complement the Downtown Design Manual and help achieve the desired urban form.
- Ensure private parking regulations and public parking management complement each other.
- Identify potential funding sources necessary to pay for new parking programs and spaces.
- Support City goals, policies and action measures, including:
 - Encouraging the more active, vital Downtown called for in the 2009 Downtown Plan.
 - Increasing the percentage of trips to Downtown destinations by walking, taking transit, biking or carpooling to 50 percent by 2030.

Issues

The following are summaries of parking issues in Downtown that have been identified by Downtown stakeholders, development applicants, and City staff.

1. Public Parking (spaces on streets and in public lots)

The current capacity of public parking is generally adequate to meet current demand. As density increases and land uses change in Downtown, public parking may not meet demand. The Downtown Parking Plan will identify steps needed to respond to scarcity in public parking, such as time limits or paid parking.

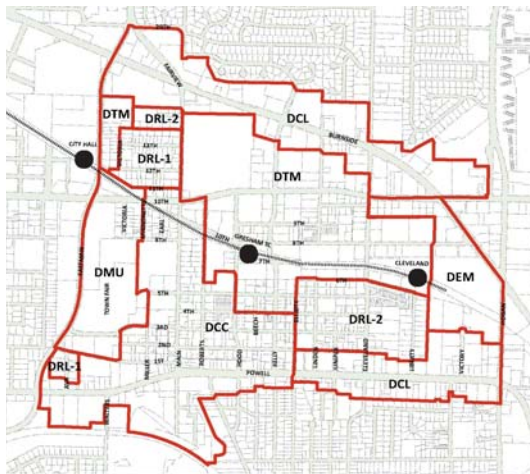
2. Parking and Private Development

The 2009 Downtown Plan envisioned a more dense urban form with more storefronts, offices and residences and fewer, more concentrated parking lots or structures. Parking requirements play a key role in whether this is achievable. Minimum and maximum parking ratios in many locations do not support the City's goals for a more active, vibrant Downtown with more intense development. Existing requirements are shown in Table 1.

Table 1: Downtown minimum parking ratios - Gresham¹

Downtown Sub-District	Condominium/ Apartment Per unit	Retail Per 1,000 square feet of floor area	Office Per 1,000 square feet of floor area	Restaurant Per 1,000 square feet of floor area
Downtown Commercial Core (DCC)				
Downtown Transit Mid-Rise (DTM)	1.0	0	0	0
Downtown Mixed Use (DMU)				
Downtown Employment Mid-Rise (DEM)				
Downtown Residential Low-Rise-1, (DRL-1)				
Downtown Residential Low-Rise-2 (DRL-2)				
Downtown Commercial Low-Rise (DCL)	1	2.6	1.9	5.8
MAXIMUM REQUIREMENTS	Per unit	Per 1,000 square feet of floor area		
All Downtown Sub-Districts	1.5	5.4	3.4	19.1

Figure 1: Downtown Sub-Districts Map



3. Funding

A Downtown Parking Plan may include parking supply or management strategies that require additional funding. This occurs in an environment of constrained City funding. The Plan will consider how to pay for any new programs, parking management strategies or future parking supply. A variety of funding sources could be considered, including:

- Fee in lieu of providing private parking
- Meters/pay stations
- Permits for residential areas or monthly permits for certain spaces
- Urban renewal
- Local improvement districts
- General obligation or revenue bonds to pay for capital projects, such as structures
- Public/private development partnerships
- System Development Charges or General Fund contributions

¹ Reductions available. Minimum may be reduced by 50% with parking study.

Approaches

The following are general descriptions of alternative approaches, or sets of solutions, that respond to the issues described above. The specifics of how these approaches would be applied depend on the land-use and transportation context. A more detailed description of these approaches can be found in the Downtown Parking Plan Alternative Approaches white paper.

Approach A: No change

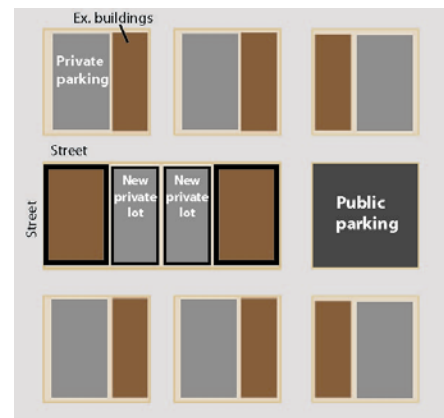
This alternative assumes no change in parking requirements or management. This means some obstacles to development will remain because of outdated parking requirements. Also, there will continue to be limited management of parking by the City. Urban design and transportation goals for Downtown are not likely to be met with Approach A.

Approach B: Lower Maximum Parking Requirements & Some Additional Management

Under this alternative, maximum private surface parking allowances for new development would be limited. This would prevent additional underutilized surface parking lots and allow more buildings with active uses such as residences, shops, and offices.

For example, in Figure 2, the new developments outlined in black could have their own private lots, but the size of the lots would be limited. Urban design and transportation goals for Downtown could be met with Approach B, but the City would lack the tools to assist the private sector in overcoming development and parking obstacles.

Figure 2: Approach B Scenario

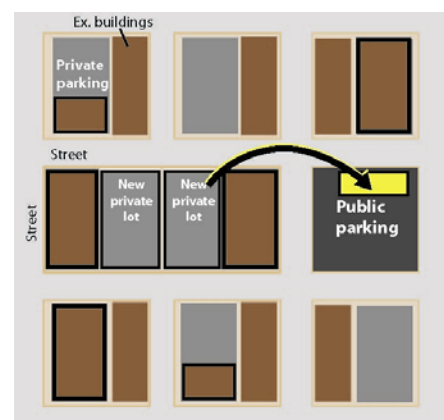


Approach C: Update Private Parking Requirements, Enhance Management

With this approach, updates to parking requirements in the Development Code would ensure parking regulations do not require excessive or infeasible parking and prevent large expanses of surface parking. In addition, management of public parking, including on-street spaces and parking lots, would be enhanced.

For example, Figure 3 shows a new development outlined in black. The development's private parking lot is limited so the urban form more closely matches the Downtown Plan's goals, but it is able to buy access to public parking (arrow points to lighter square within public parking area) to ensure they have adequate parking for today's demand. Approach C likely would mean Downtown would only partially meet its urban form and transportation goals, at least in the short term.

Figure 3: Approach C Scenario



Approach D:

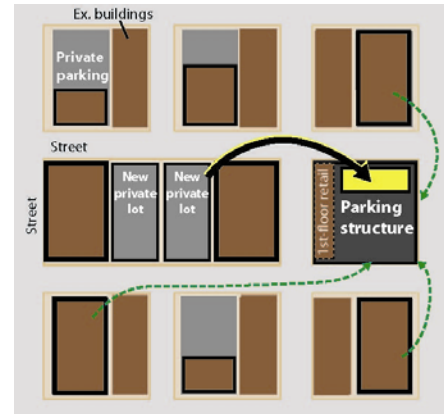
This approach assumes changes in parking requirements that help achieve the goals of developing a more active and dense Downtown and provides funding to ensure a well-managed and adequate parking supply.

Parking ratio requirements would be changed to require minimum parking throughout Downtown. Developers could then build the off-street parking or pay a fee in lieu of providing the parking. This would provide one funding source for City management and creation of public parking spaces.

Maximum parking requirements would be reduced to ensure that the City's goals for urban design and travel choices are met. The City would enhance management of existing parking and provide additional public parking (in lots or structures) as needed. For example, Figure 4 shows several developments (outlined in black) that build no new parking but instead pay into a parking fund (the narrow, dashed arrows). The fund is used to help construct a parking structure. The large development then can buy access to public parking (arrow pointing to lighter area within parking structure) to ensure they have adequate parking for today's demand.

Urban design and transportation goals for Downtown could be met with Approach D, but the City may lack capacity in the short term to implement some key elements.

Figure 4: Approach D Scenario



Next Steps

The various approaches will be discussed with the public, Planning Commission and City Council. The input will be used to identify and refine a preferred approach. Once a preferred approach is identified, the City would update parking requirements in the Code, develop enhanced management strategies and determine funding options (if necessary).

Please visit www.GreshamOregon.gov/transportation and select the Downtown Parking Plan link to find more information. For additional information, contact:

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